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**RODINO PROMISES HEARING ON GLICKMAN'S PRODUCT LIABILITY BILL**

Rep. Peter Rodino (D-N.J.), chairman of the House Judiciary Committee, has promised to hold hearings on Rep. Dan Glickman's General Aviation Tort Reform Act of 1986 (H.R.4142) after Congress returns this week from the July 4 recess. In a letter to Glickman, Rodino said he believes "the questions raised by the proposed legislation are important and warrant the careful study of the subcommittee. Following the July 4 recess, I will look to set a hearing on the bill, just as soon as the schedule permits."

The hearing is expected to be held before Judiciary's subcommittee on monopolies and commercial law, which Rodino also chairs. A member of Glickman's staff told BA Friday that discussions with Rodino's staff indicate the hearing likely will be held before the August Congressional recess, which begins Aug. 16. Glickman has been attempting for months to get Rodino to commit to holding a hearing on the bill, which is designed to ease the product liability burden on general aviation manufacturers (BA, June 30/204). As part of that effort he has been attempting to get other members of Congress to co-sponsor H.R.4142. As of Friday the bill had 121 co-sponsors, nearly 30 percent of the total House membership, but still far short of Glickman's goal of half the House membership (BA, June 23/193).

**FAA ADMINISTRATOR FORECASTS CONTINUING AIR TRAFFIC DELAYS**

Traffic delays that plagued the aviation industry in the 1970s and 1980s will be around in the 1990s, FAA Administrator Donald Engen has predicted. Engen, forecasting that the current situation will worsen if more airports are not constructed, said one of his top priorities is "trying to get communities to begin planning for development of airports." Otherwise, he told a press briefing in Washington, D.C., "they will be overflown. Commerce will go around them." Engen believes Chicago is doing a good job of planning for the future, but that "problem" cities, such as Denver, New York and Dallas/Fort Worth, "need to think some more" about future plans. Washington, D.C., area airports are being held "hostage" by Congress, he said, "and the people and communities will lose." FAA wants to spend the money to improve National and Dulles airports, but Gramm-Rudman budget cuts are making the money hard to find, he said. Other airports likely to suffer "severe constraints" in the next four or five years include Austin, Boston, St. Louis and Los Angeles.

Engen, although he foresees drastic constraints at some airports unless capacity improvements are forthcoming, remains opposed to flow control. "The less flow control we do, the better I like it." FAA has hired 98 percent of the 14,480 controllers it is directed by Congress to have on board by the end of September. Some 480 more will be hired in 1987, and "we will ask for more in 1988 if we need them. We cannot continue to compound traffic without more people."

Engen warned against too much public attention being paid to "private interest groups with axes to grind," specifically mentioning "some air traffic controllers." He said some controllers are unhappy, not about their jobs, but what is happening in Congress with legislative changes that affect their retirement pay. There also have been complaints about controller training, but he said FAA is solving many of the problems with the training program. Many controllers "are not against FAA. I sense their morale is very high." He said he did "not see a big move toward a labor organization" to represent controllers, "but that does not mean there will not be."

**NOW ONLINE WORLDWIDE**

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## BUSINESS/PERSONAL AIRCRAFT INDUSTRY — JUNE UNIT SHIPMENTS

|                                             |                    | June<br>86 | Cal.<br>Year |                                          |                       | June<br>86 | Cal.<br>Year |
|---------------------------------------------|--------------------|------------|--------------|------------------------------------------|-----------------------|------------|--------------|
| <b>AEROSPATIALE GENERAL AVIATION</b>        |                    |            |              |                                          |                       |            |              |
| • Single-Engine                             |                    |            |              | CE-TU207                                 | Turbo Stationair 8    | 0          | 0            |
| TB-9                                        | Tampico            | 0          | 2            | CE-208                                   | Caravan I             | 4          | 15           |
| TB-10                                       | Tobago             | 4          | 23           | CE-208                                   | Caravan II            | 1          | 1            |
| TB-20                                       | Trinidad           | 0          | 14           | CE-210                                   | Centurion             | 3          | 9            |
| TB-21                                       | Trinidad TC        | 2          | 3            | CE-T210                                  | Turbo Centurion       | 8          | 31           |
| R110                                        |                    | 0          | 1            | CE-P210                                  | Pressurized Centurion | 4          | 7            |
| R180                                        |                    | 0          | 0            | CE-188                                   | AgHusky               | 0          | 0            |
| R235                                        |                    | 0          | 0            | CE-188                                   | AgTruck               | 0          | 0            |
| TOTAL                                       |                    | 6          | 43           | • Multi-Engine                           |                       |            |              |
| <b>BEECH AIRCRAFT CORP.</b>                 |                    |            |              |                                          |                       |            |              |
| • Single-Engine                             |                    |            |              | CE-303                                   | Crusader              | 1          | 2            |
| BE-77                                       | Skipper            | 0          | 0            | CE-335                                   |                       | 0          | 0            |
| BE-C23                                      | Sundowner          | 0          | 0            | CE-340                                   |                       | 2          | 7            |
| BE-C24R                                     | Sierra             | 0          | 0            | CE-402                                   |                       | 0          | 1            |
| BE-F33A                                     | Bonanza            | 2          | 9            | CE-404                                   | Titan                 | 0          | 0            |
| BE-F33C                                     | Bonanza            | 6          | 6            | CE-414                                   | Chancellor            | 0          | 3            |
| BE-A36                                      | Bonanza            | 2          | 28           | CE-421                                   | Golden Eagle          | 0          | 1            |
| BE-V35B                                     | Bonanza            | 0          | 0            | CE-425                                   | Conquest I            | * -1       | 2            |
| BE-B36TC                                    | Bonanza            | 0          | 6            | CE-441                                   | Conquest II           | * -2       | 1            |
| • Multi-Engine                              |                    |            |              | CE-500                                   | Citation I            | 0          | 0            |
| BE-B55                                      | Baron              | 0          | 0            | CE-550S/II                               | Citation II           | 4          | 11           |
| BE-E55                                      | Baron              | 0          | 0            | CE-650                                   | Citation III          | 0          | 4            |
| BE-58                                       | Baron              | 1          | 7            | <b>REIMS AVIATION</b>                    |                       |            |              |
| BE-58TC                                     | Baron              | 0          | 0            | • Single-Engine                          |                       |            |              |
| BE-58P                                      | Baron              | 0          | 2            | CE-F152                                  |                       | 0          | 0            |
| BE-76                                       | Duchess            | 0          | 1            | CE-F152                                  | Aerobat               | 0          | 0            |
| BE-860                                      | Duke               | 0          | 0            | CE-F172                                  | Skyhawk               | 2          | 2            |
| BE-C99                                      | Airliner           | 0          | 0            | CE-FR172                                 | Hawk XP               | 0          | 0            |
| BE-C90-1                                    | King Air           | 0          | 3            | CE-F182                                  | Skylane               | 0          | 0            |
| BE-F90-1                                    | King Air           | 0          | 1            | CE-F182RG                                | Skylane RG            | 0          | 0            |
| BE-B100                                     | King Air           | 0          | 0            | TOTAL                                    |                       | 63         | 267          |
| BE-200                                      | Super King Air     | 2          | 14           | Manufacturers net billing — \$19,401,863 |                       |            |              |
| BE-200C                                     | Super King Air     | 0          | 0            | <b>AVIONS-MARCEL DASSAULT</b>            |                       |            |              |
| BE-300                                      | Super King Air     | 4          | 15           | • Multi-Engine                           |                       |            |              |
| BE-200T                                     | Super King Air     | 0          | 0            | AD-My.10                                 | Falcon                | 0          | 0            |
| BE-1900C                                    | Commuter           | 2          | 8            | AD-My.20                                 | Falcon                | 0          | 1            |
| Beechjet 400                                | Diamond IA         | 1          | 9            | AD-My.200                                | Falcon                | 0          | 1            |
| TOTAL                                       |                    | 20         | 109          | AD-My.50                                 | Falcon                | 1          | 7            |
| Manufacturers net billing — \$24,883,757.25 |                    |            |              | AD-My.900                                | Falcon                | 1          | 1            |
|                                             |                    |            |              | TOTAL                                    |                       | 2          | 10           |
|                                             |                    |            |              | <b>DEHAVILLAND AIRCRAFT OF CANADA</b>    |                       |            |              |
|                                             |                    |            |              | • Multi-Engine                           |                       |            |              |
| <b>BRITISH AEROSPACE</b>                    |                    |            |              | DHC-5                                    |                       | 0          | 2            |
| • Multi-Engine                              |                    |            |              | DHC-6                                    | Twin Otter            | 1          | 1            |
| BAe                                         | Jetstream 31       | 2          | 20           | DHC-7                                    |                       | 0          | 1            |
| HS-748                                      |                    | 0          | 1            | DHC-8                                    |                       | 3          | 16           |
| BAe 146-100                                 |                    | 1          | 3            | TOTAL                                    |                       | 4          | 20           |
| BAe 146-200                                 |                    | 1          | 4            | <b>EMBRAER</b>                           |                       |            |              |
| HS-125-800                                  | Model A            | 2          | 6            | • Single-Engine                          |                       |            |              |
| HS-125-800                                  | Model B            | 0          | 0            | EMB-201                                  | Ipanema               | 1          | 7            |
| TOTAL                                       |                    | 6          | 34           | EMB-710                                  | Carioca               | 0          | 3            |
|                                             |                    |            |              | EMB-711                                  | Corisco               | 0          | 3            |
| <b>PILATUS BRITTEN-NORMAN</b>               |                    |            |              | EMB-712                                  | Tupi                  | 1          | 4            |
| • Multi-Engine                              |                    |            |              | EMB-720                                  | Minuano               | 3          | 13           |
| BN-2B                                       | Islander           | 1          | 1            | EMB-721                                  | Sertanejo             | 0          | 0            |
| BN-2T                                       | Islander           | 0          | 3            | • Multi-Engine                           |                       |            |              |
| Mark III                                    | Trislander         | 0          | 0            | EMB-110                                  | Bandeirante           | 0          | 0            |
| TOTAL                                       |                    | 1          | 4            | EMB-120                                  | Brasilia              | 1          | 3            |
|                                             |                    |            |              | EMB-121                                  | Xingu                 | 0          | 3            |
| <b>CANADAIR</b>                             |                    |            |              | EMB-810D                                 | Seneca II             | 1          | 14           |
| • Multi-Engine                              |                    |            |              | EMB-820                                  |                       | 0          | 0            |
| CL-600                                      | Challenger         | 0          | 0            | TOTAL                                    |                       | 7          | 47           |
| CL-601                                      | Challenger         | 0          | 4            | <b>FAIRCHILD AIRCRAFT CORP.</b>          |                       |            |              |
| TOTAL                                       |                    | 0          | 4            | • Multi-Engine                           |                       |            |              |
|                                             |                    |            |              | Merlin III-C                             |                       | 0          | 0            |
| <b>CESSNA AIRCRAFT CO.</b>                  |                    |            |              | Fairchild 30                             |                       | 0          | 0            |
| • Single-Engine                             |                    |            |              | Merlin IV-C                              |                       | 0          | 0            |
| CE-152                                      |                    | 0          | 0            | Metro III                                |                       | 2          | 16           |
| CE-A152                                     | Aerobat            | 0          | 0            | TOTAL                                    |                       | 2          | 16           |
| CE-172                                      | Skyhawk            | 18         | 85           | <b>GATES LEARJET</b>                     |                       |            |              |
| CE-172                                      | Cutlass            | 0          | 0            | • Multi-Engine                           |                       |            |              |
| CE-172RG                                    | Cutlass            | 0          | 1            | LR-25D                                   |                       | 0          | 0            |
| CE-182                                      | Skylane            | 6          | 27           | LR-25G                                   |                       | 0          | 0            |
| CE-182                                      | Turbo Skylane      | 0          | 1            | LR-35A                                   |                       | 0          | 4            |
| CE-182RG                                    | Turbo Skylane RG   | 1          | 5            | LR-36A                                   |                       | 0          | 0            |
| CE-182RG                                    | Turbo Skylane RG   | 0          | 1            | LR-55                                    |                       | 1          | 2            |
| CE-185                                      | Skywagon           | 0          | 0            | TOTAL                                    |                       | 1          | 6            |
| CE-U206                                     | Stationair 6       | 8          | 32           | * Indicates buy back aircraft            |                       |            |              |
| CE-TU206                                    | Turbo Stationair 6 | 4          | 18           |                                          |                       |            |              |
| CE-207                                      | Stationair 8       | 0          | 0            |                                          |                       |            |              |

|                             |                 | June<br>86 | Cal.<br>Year |
|-----------------------------|-----------------|------------|--------------|
| <b>GULFSTREAM AEROSPACE</b> |                 |            |              |
| • Multi-Engine              |                 |            |              |
| GR-1159A                    | Gulfstream III  | 2          | 7            |
| AE-840                      | Turbo Commander | 0          | 0            |
| AE-900                      | Commander 900   | 0          | 0            |
| AE-980                      |                 | 0          | 0            |
| AE-1000                     |                 | 0          | 1            |
| TOTAL                       |                 | 2          | 8            |

|                                   |            |   |   |
|-----------------------------------|------------|---|---|
| <b>ISRAEL AIRCRAFT INDUSTRIES</b> |            |   |   |
| • Multi-Engine                    |            |   |   |
| 1124                              | Westwind 1 | 0 | 0 |
| 1124A                             | Westwind 2 | 1 | 4 |
|                                   | Astra      | 1 | 1 |
| TOTAL                             |            | 2 | 5 |

|                      |          |   |    |
|----------------------|----------|---|----|
| <b>LAKE AIRCRAFT</b> |          |   |    |
| • Single-Engine      |          |   |    |
| LA-4-200EP           |          | 1 | 4  |
| LA-250               | Renegade | 2 | 8  |
| TOTAL                |          | 3 | 12 |

|                       |              |   |    |
|-----------------------|--------------|---|----|
| <b>MAULE AIR INC.</b> |              |   |    |
| • Single-Engine       |              |   |    |
| M-5-180C              |              | 1 | 4  |
| M-5-200               |              | 0 | 0  |
| M-5-235C              | Lunar Rocket | 0 | 3  |
| M-6-235               |              | 0 | 1  |
| MX-7-180              | Super Rocket | 1 | 3  |
| M-7-235               | Super Rocket | 2 | 6  |
| MX-7-235              |              | 2 | 15 |
| TOTAL                 |              | 6 | 32 |

Manufacturers net billing — \$277,281

|                              |                  |   |    |
|------------------------------|------------------|---|----|
| <b>MOONEY AIRCRAFT CORP.</b> |                  |   |    |
| • Single-Engine              |                  |   |    |
| M-20J                        | 201 Lean Machine | 2 | 16 |
| M-20J                        | 205              | 3 | 3  |
| M-20K                        | 252              | 4 | 41 |
| TOTAL                        |                  | 9 | 60 |

|                          |             |   |    |
|--------------------------|-------------|---|----|
| <b>PARTENAVIA S.P.A.</b> |             |   |    |
| • Multi-Engine           |             |   |    |
| P68C                     |             | 1 | 4  |
| P68C-TC                  |             | 0 | 2  |
| P68                      | Observer    | 0 | 3  |
| P68                      | Observer TC | 1 | 2  |
| Spartacus                |             | 0 | 1  |
| TOTAL                    |             | 2 | 12 |

#### PIPER AIRCRAFT CORP.

|                 |                   |    |     |
|-----------------|-------------------|----|-----|
| • Single-Engine |                   |    |     |
| PA-38-112       | Tomahawk          | 0  | 0   |
| PA-28-161       | Warrior           | 0  | 33  |
| PA-28-181       | Archer II         | 2  | 25  |
| PA-28-236       | Dakota            | 0  | 4   |
| PA-28RT-201T    | Turbo Arrow IV    | 0  | 1   |
| PA-32-301       | Saratoga          | 0  | 5   |
| PA-32R-301      | Saratoga SP       | 0  | 1   |
| PA-32R-301T     | Turbo Saratoga SP | 0  | 3   |
| PA-46-310P      | Malibu            | 9  | 39  |
| • Multi-Engine  |                   |    |     |
| PA-31-350       | Chieftain         | 0  | 0   |
| PA-31P-350      | Mojave            | 0  | 0   |
| PA-31-500       | Cheyenne I        | 0  | 0   |
| PA-31-500       | Cheyenne IA       | 0  | 2   |
| PA-42-720       | Cheyenne III      | 0  | 1   |
| PA-42-720       | Cheyenne IIIA     | 0  | 1   |
| PA-42-1000      | Cheyenne 400LS    | 0  | 2   |
| PA-34-220T      | Seneca III        | 3  | 19  |
| PA-44-180       | Seminole          | 0  | 0   |
| PA-44-180T      | Turbo Seminole    | 0  | 0   |
| PA-T1020        |                   | 0  | 0   |
| PA-T1040        |                   | 0  | 0   |
| TOTAL           |                   | 14 | 136 |

Manufacturers net billing — \$2,981,552

#### SHORT BROTHERS LTD.

|                |        |   |    |
|----------------|--------|---|----|
| • Multi-Engine |        |   |    |
| SBJ-CS-7       | Skyvan | 0 | 1  |
| SD-3-30        |        | 0 | 1  |
| SD-3-60        |        | 0 | 9  |
| TOTAL          |        | 0 | 11 |

|               |     |     |
|---------------|-----|-----|
| SINGLE-ENGINE | 109 | 569 |
| MULTI-ENGINE  | 41  | 267 |
| GRAND TOTAL   | 150 | 836 |

#### UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

|                   | June |      |      | Calendar Year to Date |       |       |
|-------------------|------|------|------|-----------------------|-------|-------|
|                   | 1986 | 1985 | 1984 | 1986                  | 1985  | 1984  |
| Aerospatiale      | 6    | 10   | *    | 43                    | *     | *     |
| Beech             | 20   | 38   | 44   | 109                   | 146   | 216   |
| British Aerospace | 6    | 7    | 8    | 34                    | 35    | 24    |
| Britten-Norman    | 1    | 3    | 1    | 4                     | 6     | 6     |
| Canadair          | 0    | 1    | *    | 4                     | 2     | 9     |
| Cessna            | 63   | 61   | 47   | 267                   | 406   | 373   |
| Dassault          | 2    | 4    | 3    | 10                    | 13    | 13    |
| De Havilland      | 4    | 2    | 4    | 20                    | 18    | 14    |
| Embraer           | 7    | 11   | 9    | 47                    | 55    | 48    |
| Fairchild         | 2    | 1    | 1    | 16                    | 9     | 10    |
| Gates             | 1    | 4    | 3    | 6                     | 13    | 11    |
| Gulfstream        | 2    | 9    | 6    | 8                     | 26    | 25    |
| Israel            | 2    | *    | 1    | 5                     | 0     | 4     |
| Lake              | 3    | 4    | 4    | 12                    | 11    | 16    |
| Maule Air         | 6    | 8    | 7    | 32                    | 41    | 26    |
| Mooney            | 9    | 3    | 9    | 60                    | 42    | 58    |
| Partenavia        | 2    | *    | *    | 12                    | *     | *     |
| Piper             | 14   | 56   | 61   | 136                   | 287   | 336   |
| Short             | 0    | 1    | 4    | 11                    | 6     | 20    |
| TOTAL             | 150  | 223  | 215  | 836                   | 1,148 | 1,219 |